

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
CHEMISTS, &c.
COD LIVER OIL JELLY.

THIS is a sweet and exceedingly palatable jelly easily retained and digested by the most delicate stomach. Children speedily grow fond of it and ask for more, and although it contains 10 per cent of the purest Cod Liver Oil, all fishy taste and flavour is entirely covered.

In glass jars at 75 Cents.
COD LIVER OIL "GENUINE" NORWEGIAN.
This is without exception the finest oil that can be produced. Great care is taken in selecting healthy livers only in its manufacture, and as we buy direct from the manufacturer, we are able to guarantee it "Genuine".

Per bottle, 75 Cents and \$1.25.
COD LIVER OIL EMULSION.
A form in which the oil may be taken without difficulty by delicate patients and children.

Per bottle, \$1.
COD LIVER OIL EMULSION WITH HYPOPHOSPHITES (Lime and Soda).
A combination of great value in wasting diseases, especially of the Chest and Respiratory Organs.

Per bottle, \$1. Per dozen \$10.
BALSAM OF ANISEED AND LICOIRICE.
For the relief of all catarrhal complaints, such as Coughs, Colds, Hoarseness and Soreness of the Chest, &c.

In bottles, 50 Cents and \$1.
BALSAMIC COUGH LOZENGES.
A never failing remedy for Coughs.

In bottles, 50 Cents.

No. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., L.D.

WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and General Use).

	Per Case.	Per Bot.
A. Alto Douro, good quality, Green Capsule	\$10	\$1.00
B. Vintage, superior quality, Red Capsule	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled)	18	1.50

SHERRIES.

A. Delicate Pale Dry, dinner wine, Green Capsule	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule	7.50	0.75
C. Manzanilla, Pale Natural Sherry, White Capsule	10	1.00
CC. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	10	1.10
D. Very Superior Old Pale Dry, choice old Wine, White Seal Capsule	12	1.10
E. Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottled)	14	1.25

CLARETS.

A. Superior Breakfast Claret, Red Capsule	4	\$4.50
B. St. Estephe, Red Capsule	4.50	5.00
C. St. Julien, Red Capsule	7	7.50
D. La Rose, Red Capsule	11	12.00

MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

BRANDY.

A. Hennessy's Old Pale, Red Capsule	\$13	\$1.20
B. Superior Very Old Cognac, Red Capsule	15	1.40
C. Very Old Liqueur Cognac, Red Capsule	20	1.75
D. Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule	30	2.50

SCOTCH WHISKY.

A. Thorne's Blend, White Capsule	8	0.75
B. Watson's Glenorchy, Mellow Blend, Black Capsule with Name and Trade Mark	8	0.75
C. Watson's Abouln-Glenlivet, Red Capsule, with Name and Trade Mark	8	0.75
D. Watson's H. K. D Blend of the Finest Scotch Malt Whiskies, Violet Capsule	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule	12	1.10

IRISH WHISKY.

A. John Jameson's Old, Green Capsule	8	0.75
B. John Jameson's Fine Old, Green Capsule	10	1.00
C. John Jameson's Very Fine Old, Green Capsule	12	1.10
D. Genuine Bourbon Whisky, fine old, Red Capsule, with Name	10	1.00

GIN.

A. Fine Old Tom, White Capsule	4.50	0.40
B. Fine Unsweetened, White Capsule	4.50	0.40
C. Fine A. V. H. Geneva	5.25	0.50

RUM.

Finest Old Jamaica, Violet Capsule	12	1.00
Good Leonard Island, \$1.50 per Gallon.		

LIQUEURS.

Benedictine	Maraschino
Curacao	Heering's Cherry Cordial
Chartreuse	Dr. Cassell's Angostura
Bitters	&c.

PRICES ON APPLICATION.

A. S. WATSON & CO., L.D.

THE HONGKONG DISPENSARY,

REGD. MED. OFFICERS.

Hongkong, 4th February, 1892.

For Sale.

NOW READY.

[PUBLISHED BY AUTHORITY.]

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" FOR 1892.

THIS Valuable Work, with many NEW ADDITIONS AND IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:—

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Messrs. Heermann, Herbert & Co.
Messrs. Kelly & Walsh, Limited.
Messrs. Lane, Crawford & Co.

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FOCHOW:—Mr. H. W. Churchill.

SHANGHAI & NORTH-EAST PORTS:—Messrs. Kelly & Walsh, Limited, Yokohama.
BANKOK:—Rev. S. J. Smith.
SINGAPORE:—Messrs. Sayle & Co., Limited.

PARIS and LONDON:—Messrs. Amédée Prince & Co.

or to

"THE HONGKONG TELEGRAPH" Office,

Pedder's Hill,

Hongkong, January 23rd 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the "Hongkong Telegraph" will always be open for the fair discussion, by correspondence, of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in that day's issue not later than Three o'clock, so as to reach the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

The "Hongkong Telegraph" has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application. The "Hongkong Telegraph" number at the Telephone Central Exchange is No. 1.

The Hongkong Telegraph.

HONGKONG, THURSDAY, FEBRUARY 25, 1892.

TELEGRAMS.

THE COAL TRADE.

LONDON, February 16th.

The National Miners' Federation have resolved on a general stoppage of work at the various collieries from the middle of March next, in order to reduce the output, and thereby prevent a reduction being made in the rate of wages.

LOCAL AND GENERAL.

THE German gunboat *Ilse* arrived here to-day from Macao.

On Saturday next (27th inst.) there will be at the Roman Catholic Cathedral at 9 a.m. a memorial service for the late Cardinal Manning.

His Excellency the Governor has kindly consented to distribute the prizes to the pupils of the Diocesan School and Orphanage on Saturday, 27th February, at noon.

"Bishop Boredom, why do you go to the pantomime if you disapprove of it?"

"To amuse myself. You have no idea how happy I feel when it's over."

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BELL of the ball No. 1: "Your back hair is coming down, dear." No. 2: "Oh thanks, so much—by the way, your front teeth are dropping out, love!"

GERTRAUDE ABERNETHY says that people incapable of caring for themselves and crippled children should have their heads stuck in a barrel of chloroform, out of pure Christian charity.

JEN citizens of the United States resident in Japan, or rather the missionary part of them, have sent a petition to the Chicago Exhibition Commissioners asking that the show be not opened on Sundays as proposed. "They'll be in the asylum soon."

It will be noted from the report of the Council meeting to-day that the seat in the Legislative Council vacated by the death of the Hon. Phineas Rye has been offered to Mr. E. R. Bellows, who made his *début* this afternoon, and he is, therefore, entitled to be seated as Honourable.

A BENGALI vernacular paper ascribes the recent Royal death to the clerk of the Bengal Secretariat having been compelled by the Local Government to put on a *black uniform*. This is in accordance with a madcap superstition, that to assume any sign of mourning when there is no reason for mourning, brings about a real cause for wearing it.

THE Nippon Yusen Kaisha are going to run a steamer to Newchuan from Kobe, via Kanton, ports this year, in addition to their regular Kobe-Tientsin bi-monthly packets. By the Company's 1892 schedule we note that their first steamer starts from Kobe on the 11th proximo, while the Newchuan liner is to start on her northern course just a week later. The Kobe-Vladivostok line is to be reopened on the 31st March; just three weeks earlier than usual.

THE *Memnon* came out of dock last night, having had a new propeller fitted in. In her last trip to Sandakan she got aground in the shallow river—nothing unusual in that difficult and unsurveyed channel—and the screw must have struck a snag in getting off, as the blades were badly damaged, and the voyage back to Hongkong was performed, it is said, with only half a blade. It is not unlikely that Capt. Donif's successor, who was to be sent on to Sandakan from the Straits, will be there when she next arrives (this morning to-day) and will take over the command of the vessel from the chief officer, who has been acting captain since the late Capt. Donif was taken ill.

SPEAKING of the pious frenzy which has arisen in Victoria the *Sydney Morning Herald* wisely observes:—

"The fact that our friends in Victoria have been sometimes regarded as devotees to the varied mysticism of the worship of Mantra is a proof of the possibility of their going in for any kind of religion, provided it is any kind, and that they are not in any way bound by the ties of common sense."

To which the *Bulletin* replies:—True, O bulky and absurd sheet! Salvation and the accompaniment of cats go together, and when the average slaver in "saved" his cat gets no fatter and his dog doesn't get a square feed any oftener, and his employees don't get their wages raised, and his miserable horse is galloped off its four legs just as before. Therefore when we meet an alleged Christian we always go round to his back premises and ask his horse if he is genuine, and if that animal reports unfavourably upon him we accept his verdict as conclusive.

THE *Japan Advertiser* gives the following account of the late Mr. G. W. Robinson:—

"Educated in Hongkong under the care of his mother, his father having died when he was a boy was of tender years. Mr. Robinson entered the Hongkong and Shanghai Bank, where he remained till about a couple of years ago. He could have commanded promotion had he cared to leave Yokohama, but he had so many friends in the port that he preferred to sacrifice something if only he could continue to reside here. During 1890 he relinquished his connection with the bank, and entered upon the business of broker. He was probably the best known and most cordially liked man in Yokohama. At this momentously bitter regret is felt that death should thus violently beat from our midst so bright and so promising a spirit. Of his assailant the same journal writes:—'Lieut. J. H. Hetherington is a man of splendid physique, aged about thirty-five. He was ordered to the *Marion* on April 24th, 1891, and came out here in her.'"

ABOUT a fortnight hence Mr. H. E. Wodehouse will return to this the former scene of many years' patient labour in the Civil Service. He is, perhaps, better known as Police Commissioner than anything else, although he has been in the Civil Chamber as Acting Colonial Treasurer, a post which he filled with considerable credit to himself and satisfaction to his superiors in office, and the general public. It is quite on the cards that Mr. Wodehouse will again become Chancellor of our depleted Exchequer, *vice* Mr. Mitchell-Innes who is understood to be going home on leave at a comparatively early date, or he may be going to England to give way to Mr. O'Brien *vice* Mr. Innes, who is highly probable. Any way he is going, and providing one of the little Downing Street "boys" is not plucked into his post we shall have cause to rejoice and be exceedingly glad, if we find that the upshot of the affair is a fair exchange. All the ratepayers want is fair play—the best men in the most responsible positions.

FURTHER reports of election troubles in Japan are to hand by the mail to-day. From the Kobe *Chronicle* we take the following samples:—A mob of 200 persons belonging to the Jiyu-ha made an assault upon the office of the *Kobe Nippon* on Sunday night, but on the military police coming upon the scene, fled, leaving their weapons behind them. On Tuesday morning, after the election had taken place in one of the divisions of Kochi province, an attack was made by Kokumitsu-ha upon those escorting the ballot-box to the counting-place. A village near by was set on fire, but the ballot-box appears to have reached its destination safely.

From Saga most serious news comes. Some 200 persons, mostly firemen, assembled both the City Police Station and the County Office in the early morning of Monday, and in the course of the disturbance that ensued a policeman and an official belonging to the County Office were both fatally injured. The state of affairs is compared to that during the disturbances which took place in 1874. The streets of Saga are deserted by respectable citizens, but are crowded with a lawless mob of persons carrying guns, swords, and bamboo spears. Some attempt was made during the day of election to interfere with voters, and polling was suspended for a time in consequence. A man fired into the house of Dr. Takayama in Tokyo on Monday, but was immediately arrested. An attempt was made by a mob to threaten the voters in a village in Iwakuni-ken, but the alarm being given, the mob was dispersed.

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THE German gunboat *Ilse*, Capt. Helhoff, and *Ilse*, Capt. Muller, are going home shortly, and their reliefs are to be the *Admiral* and *Eber*, which are built on the lines of the well-known English *Bulwer* class.

A MONSTER totalisator is being got up over the "Civil Service Cup" in the All-India Races, tickets to the value of a lakh and a quarter of rupees having been distributed over India, Burma and Ceylon.

The latest conundrum: Who will be Chairman of the Chamber of Commerce when Mr. Edwin Mackintosh goes home next month? A correspondent suggests the immaculate "James," but we are inclined to plump for Poesnatchter.

"I say, Jones, I've seen ever such a lot of your jokes in a book." "You flatter me, old man. What book was it?" "I forget the name; but it was a deuce of an old book, bought at a second-hand shop—compiled, I think, by a party named Joseph Miller."

THE Hon. Treasurer of the Alice Memorial Hospital begs to acknowledge with thanks, the following donations to the funds of the Hospital:—The Parson Charity Fund.....\$250
Donation from a Director's Fee.....100
Anonymous (Chinese).....25

VAN TASSEL, the American balloonist, and Miss Van Tassel, the architect, who have been performing a number of successful descents in Madras lately, arrived in Calcutta on the 5th inst., and intend making a few trial trips in a large passenger balloon in order to test the strength and direction of the currents, for the "professor" intends starting on a trip across to Bombay about the end of this month, accompanied by Mr. Wilcox of the *Daily Graphic*. The car used in these trial trips has accommodation for eight or ten people. If the trip across India is accomplished it will be the longest passage ever made in a passenger balloon.

A NOTIFICATION in the *Gazette of India* says:—The Governor General in Council has issued with great regret the death of Colonel Sir Robert Sandeman, K.C.S.I., the Governor-General's Agent and Chief Commissioner in Beluchistan. Sir Robert Sandeman had served for more than thirty years on the North-west frontier, where his loss will long be felt. His untiring energy and the force and steadiness of his character had acquired for him a commanding influence, upon which the Government of India could always rely. He was a brave and devoted servant of the Queen, and he died as he had lived, in the discharge of his duty. The death of such a man is a public misfortune, and the Governor-General in Council deeply deploras it.

PERHAPS the most noteworthy series of military contributions to English journalism since Russell's Crimean letters has just been concluded in the letters of "Vetus" to the *Times* on the Army and War-office administration. They have been attributed to General Sir George T. Chesney, and he was called upon by Broderick, Under-Secretary for War, to "exculpate" himself from the suspicion of having written them. Chesney, however, repudiates the authorship, while bearing testimony to the remarkable ability of the letters. The *Sydney Bulletin*, we note, considers that the few words in which he repudiates Broderick's spit that upstart Bumble as "fatally" as a naturalist's pin does a moth. "Vetus" concludes—editorially adopted by the *Times*—is that the Army system of Great Britain is rotten to the core; and that the War Office is a model of vicious bureaucracy, and neither the *Bulletin* nor the *Telegraph* will be surprised to find that Colonel Maurice turns out to be "Vetus." Whoever the writer, he must be a man of extraordinary courage and ability to attack the "ruling classes" in their closest preserve, and we wish him every success in his self-imposed mission.

On February 5th, says the *Courrier d'Haiphong*, the post of Yen-lan, lately established on the Black River in the fourth military division, was surprised by the forces of Dong-nien, numbering about 400 Chinese and Annamese pirates. Fifteen men, and a number of the treasure, were taken inside, at half-past seven in the evening, when the Commandant and his subordinate officers were taking dinner, the pirates immediately opened a vigorous fire on the barracks in which the Europeans were. All the soldiers at once rushed to their arms, and the Sergeant-major ran out to inform the captain. Captain Poullou, on getting only a few paces from his post, fell mortally wounded, and his head was cut off. The Sergeant-major then took charge of the defensive operations, although he had already sustained two bullet wounds, but by his indomitable pluck and energy he managed to gather about him the remainder of the force and push through to the post of Tu-phang, about 12 kilometres (7 miles) away. Several of their comrades were left dead beside their captain at Yen-lan. Though the *Independence* *Tonkinoise* attributes the surprise and capture of the post to the surprise of the pirates on the part of the gallant officer who met his death in the encounter, we are in a position (adds the *Courrier*) to state most positively, on the authority of the Captain's own letters in our possession, that the fully understood state of the country round about him, and had taken the most elaborate precautions, and that nothing but treachery on the part of the natives under him could have enabled the pirates to capture the post.

SAVS an American paper:—The wisdom of peoples of all ages ordains for the punishment of the same act various degrees of severity, according to the influence of circumstance, or the guilt of the offender. Thus homicide may be only killing by misadventure, or wilful murder, or high treason, as the case may be. It is, therefore, strictly on principle that the act of converting to one's own use the money of another exhibits, in the light of our lofty civilisation, various gradations of guilt, which, after the manner of criminal statutes, are signified by appropriate names, the amount of the penalty being in this case the principal criterion. Thus:—

Taking 1,000,000 dollars is called a case of Genius and Cause for Congratulation with the Accused.

Taking 100,000 dollars is called a case of Shortage.

Taking 50,000 dollars is called a case of Litigation.

Taking 25,000 dollars is called a case of Insolvency.

Taking 10,000 dollars is called a case of Irregularity.

Taking 5,000 dollars is called a case of Defalcation.

Taking 1,000 dollars is called a case of Corruption.

Taking 500 dollars is called a case of Embezzlement.

Taking 100 dollars is called a case of Dishonesty.

Taking 50 dollars is called a case of Thievery.

Taking 25 dollars is called a case of Total Depravity.

Taking one haire is called a case of War on Society.

A PETITION has been presented to the president and directors of the Suez Canal Company by a large number of British shipowners against the proposal of a syndicate who desire to obtain the permission for the carriage of petroleum in bulk on the Suez Canal in tank steamers.

The petitioners represent that in view of the high temperature of the Canal, the exceptional traffic on the Canal, and its extraordinary value, no such permission as that sought should be granted, unless the ordinary traffic can be secured against all risks attendant upon the carriage of petroleum under such exceptional conditions, and that any accident in the Canal to a steamer carrying bulk petroleum in large quantities would, from the confined space of the waters of the Canal, necessarily involve disastrous consequences.

An interesting fight went on a few weeks ago, says the *Electrical Engineer*, over the racing reports of the New York Jockey Club. The proprietors of the club refused to give information to the Western Telegraph Company unless for heavy payment, which they would not grant. All sorts of devices were tried to circumvent the club—pigeons, towers, and smuggled wires. Pinkerton's

is the loss to the community of a noble citizen, an upright and honourable man.

PAPERS.

The Acting Colonial Secretary laid on the table the report of the Government Central School for Girls (1891), the Acting Harbour Master's report on the junk trade and returns of all vessels arriving in the port (1891), the annual report of the Acting Captain Superintendent of Police and of the Acting Superintendent of Victoria Gaol (1891), and the Quarantine Commission appointed by the Acting Governor last year.

FINANCE.

The Acting Colonial Secretary laid on the table financial minutes recommending the payment of \$10,917 57, being £3,928 7s 11d, to the Police, to the War Department, part of £116,000 the Colony's contribution to the defence works of the port, also \$2,803, for a temporary Surveyor to do certain work in connection with surveys and other information required by the Sanitary Board; also \$44, increase of 20 per cent. in the salary of the Chinese clerks. He moved that the items be referred to the Finance Committee, which was agreed to.

On the motion of the Acting Colonial Secretary the votes recommended in the Finance Committee's report were passed.

ATTORNEYS GENERAL AND PRIVATE PRACTICE.

Mr. Whitehead suggested that one of the votes recommended in a financial minute of January 22nd be postponed, pending the publication of certain papers which he wished to ask for. His question was—"Will the Government lay on the table copies of the correspondence relating to the altered position of the Attorney General?" He thought the Unofficials were hardly conversant with the reasons and grounds for the alteration by which the Attorney General was debarred from private practice.

His Excellency said there was no objection to the publication of the papers requested, but it was open to question whether it was worth while to print them. The settled policy of the Colonial Office was that Colonial Attorneys-General should cease to enjoy private practice, receiving, of course, additional remuneration. Instead, during His Excellency's 18 years of colonial service he had seen this change effected in the Bahamas, Barbados, British Columbia, and the next vacancies would see it also in Trinidad and Jamaica. It would save trouble if Mr. Whitehead would refer to the papers mentioned by him, rather than have them printed and circulated.

Mr. Whitehead said he would be quite satisfied to do that.

The vote was then passed, with the rest.

NEW BILLS.

The following bills were read a first time:—Bill to consolidate and amend the Law relating to the grant in this Colony of Letters Patent for Inventions.

Bill to make further provision as to the issue of Night Passes for Chinese.

Bill to amend Ordinance No. 3 of 1860, No. 15 of 1885, and No. 17 of 1891 in relation to the power of the Governor-in-Council to grant certain licences.

THE JURY LIST.

The jury list was revised by the Council, in private.

ADJOURNMENT.

The Council adjourned until Monday, March 7th.

FINANCE COMMITTEE.

In the Finance Committee considerable discussion took place on the recommendation to vote \$26,037, balance of the £116,000 contribution to the defence works of the colony, passed four or five years ago. This seemed to have puzzled some of the members, who mistook it for the great military expenditure, whereas it is an entirely different and hitherto unexpended matter. The question of expenditure by the Colony has to pay a good deal more than anticipated, complicates the question. Ultimately the Committee adjourned until Monday February 29th.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

SIR W. DES VŒUX.

THE B. M. M. O. A. ADDRESS.

To the Editors of the "Hongkong Telegraph."—Sir, I have the honour by direction of the Committee of the British Mercantile Marine Officers' Association to send you the accompanying copy of an extract from a despatch received from the Liverpool Association, under date 9th ult., which will doubtless interest many of your readers. Des Vœux's nautical and other well-known friends in the Far East.

The despatch in question, which was addressed to our President, Captain Samuel Ashby, A.M.A., runs as follows:—

"THE SUNDAY CARGO-WORKING ORDINANCE."—"The Council feel that it has been a pleasure to assist in the good work which you have so successfully carried out."

"There has been a little delay in securing the necessary signatures of the Officers of the B.M.A. Association, but the having been completed we wrote Sir W. Des Vœux asking him to name a date when it would be convenient for him to receive the address, which was intended should be presented in public by the representatives of the Federated Associations. We have, however, received a reply from Lady Des Vœux to the effect that her husband is seriously ill, too ill in fact to open his own letters, and asking for the ceremony to be postponed. You will regret, as indeed we all do, to learn this, and we are now anxiously awaiting news of his condition. Lady Des Vœux promises to let us know when Sir William will be able to receive the presentation."

"With all kind regards to your good self, and trusting this year will be a prosperous one for you and the Association you so ably lead,

I am, My dear Sir,

Yours faithfully,

(Signed) J. J. GRYLLS,

Secretary.

It will be remembered that on the 7th May, 1891, the Mercantile Marine Officers' Association presented an address to Governor Des Vœux on board the steamship *Orlando*, on the eve of his departure for Europe, and that his Excellency got a thoroughly hearty British salute "second-off" on that occasion; being heartily cheered by the masters and officers who took part in the presentation of the address in the rough.

It is the embodied address, which was sent on after the Governor's departure, that is to be presented to Sir William through the Federation. Thanking you in anticipation for favouring the foregoing with space in your columns,

I remain, Sir,

Yours faithfully,

CHESENEY DUNCAN,

Secretary.

HONGKONG JOCKEY CLUB.

An extraordinary general meeting of the above named club was called for this afternoon, but turned out to be more extraordinary than general. Besides the stewards, only some half-dozen brokers and others turned up, and as there was such a very small attendance Mr. M. G. G. proposed, Mr. S. J. seconded, and it was agreed to adjourn the meeting for a fortnight, when the resolution passed on the 10th inst. empowering the Stewards to raise funds for the building of a new grand stand, will be brought forward for confirmation.

SCOTCH WIT.

The witicism which describes a Scotchman as being unable to comprehend a joke unless he is previously subjected to a surgical operation, may perhaps have had some justification in fact a century or so ago, but it decidedly cannot lay claim to truthfulness nowadays. For rich dry humour, and a rippling keenness of repartee, our neighbours across the Border will be found second to none; and, whilst their retorts are thorough home thrusts, it is seldom that they are characterized by anything approaching to gross or personal. True, the following story may hardly bear out the latter assertion, but it must be remembered that in this there was an excuse for it, even had the speaker been in full possession of his faculties. The incident referred to relates how Professor Hamilton was one day walking near Aberdeen, when he met a well-known individual of weak intellect.

"Pray," said the Professor, accosting him, "how long can a person live without brain?" "I don't ken," replied the other, "how said are ye yerself?" We scarcely think the Professor would care to try another passage of arms after such an answer as that. Dr. Guthrie, in his early days, also had reason to acknowledge his countrymen's sharpness of tongue. His favourite man John occasionally got a little elevated in the course of his peregrinations on seasonal business, and was, in consequence, rebuked by the Doctor. John excused himself on the plea that the country folk pressed him so heavily to take a drink or two, that he was obliged to do so. "But," said the Doctor, "you are a man of letters, and you should be able to resist temptation."

"Ay, but," said John, "that's my case because you are no sae respectit in the parish as I am." Undoubtedly witty was the retort of a Scotch policeman of rather Falstaffian proportions. During the progress of a cricket match he was standing inside the ropes and observing the view of some young men behind him. Said one of them addressing him, "I'm sayin', Policeman, can ye play at draughts?" "Middlin'," returned the policeman, good-humouredly. "But what way say ye ask?" "Because I think it's about time ye were making a shift," was the reply. "Ah, weel," returned the guardian of the peace, "if I mak' a shift, it'll be to tak' a man." A humorous way of "drawing the line" was that embodied in the reply of a Scotch laird, who, having given his coachman notice to quit for having overturned the carriage in coming home from a dinner party, was walked upon by the delinquent the next morning. He admitted his offence, but said in mitigation, "I am verra sorry, but I wasna sae verra drunk; and gentlemen, ye ken, whiles get drunk." "Weel," was the answer, "I dinna say ye were verra drunk for a gentleman, but ye were dreadfully drunk for a coachman—see aff ye go!"

SCOTCH MINISTERS.

For all their stern discipline and rigid observance of the rules of the Church, a strong vein of humour seems to run through the generalities of Scotch ministers, and their repartee is always pungent enough if it does not possess much delicacy of polish. A story told of the late Dr. Campbell will illustrate this. He was one day watching a carpenter do some repairs to a house. The carpenter whistled "Maggie Lauder" as he laboured, and worked in time to the tune. "Saunders," said the Doctor presently, "can ye no whistle a more solemn and godly tune while ye are at work?" "Ay, weel, minister, if it be your will," he immediately changed the time to the "Dead March" in *Sauv*, still playing in time to the music. The worthy minister looked on some minutes in silence, and then said, "Saunders, I had another word to say tell ye. Did the wifie like ye by the day's work, or by the job?" "The day's work was our agreein', minister." "Then," on the whole, Saunders," said the Doctor, drily, "I think ye may just as well go back to whistling Maggie Lauder." The same divine, who was exceedingly popular, on one occasion repeated his afternoon discourse in another chapel in the evening. After sermon, the Doctor, having met an old woman of his own flock (one of a class which may be seen any given Sunday picturesquely grouped on the pulpit stairs of Presbyterian churches) entered into conversation with her. "Hoes' a' wi' ye, Janet?" quoth the divine. "Bravely, doctor, bravely. Are ye weel enough yourself?" for ye've given us cauld kail had again the night. "Hoot, Janet, ye've wrang about the kail. Ye ken it hadna had time to cool." A capital tale, too, is that related of a father and son, in a church in the Highlands, who became seared by the Free Church rupture. They both preached in one church up to that time, but the son succeeded. The congregation seemed alone in his glory. So, the church being empty, the father thought the pulpit might be also. But the Presbytery ordered him to resume his ministrations, and if he had not a congregation, he was to find one. Well, the next Sunday found the venerable pastor in the pulpit and his wife in the pew. Not another soul was present and the old man, looking down at his better half, disappointed as follows:—"Jasie, my dear, I need no lecture, say, 'sawd' that at home. So we'll just gang ower the way and hear our son Tam."

A SMART REPLY.

A smart reply is credited to Sir William Thompson, of Glasgow University. The late Dr. Toole, of Manchester, was a quiet and retiring man of science and a welcome if occasional visitor to Sir William Thompson, they being old friends, and a story is told that at the period when Sir William was bringing out his sounding machine, in which steel wire takes the place of the ordinary lead line, he showed Dr. Toole a bundle of pianoforte wire, telling him that, as he needed no lecture, say, "sawd' that at home. So we'll just gang ower the way and hear our son Tam."

"What note?" inquired Dr. Toole, not quite understanding. "The deep C," promptly replied Sir William. That a Scotchman can be humorous at a moment when one would expect him to exhibit his characteristic gravity is shown by the following story which Colonel W. K. Stuart tells of a Scotch subaltern at Gibraltar. The latter was one day on guard with another officer, who unfortunately fell down a precipice and was killed. Now, in the least reports there is a small addendum—viz., "N. B. Nothing extraordinary place guard mounting—the meaning of which is that, in case anything particular should occur, the officer commanding the guard is bound to mention it. Our friend, however, said nothing about the accident that had occurred to his brother officer, and some hours after the brigade major came to his quarters, on the part of the officer commanding, with the report in his hand to demand an explanation. The brigade major, addressing him, said, 'You say, sir, in your report, 'N. B. Nothing extraordinary' since guard

mounting, when your brother officer, on duty with you, has fallen down a precipice, and been killed.' 'Weel, sir,' replied B, 'I dinna think there's anything extraordinary in it as, if he'd foun doon a precipice doot, and no been killed, I should hae thought it verry extraordinary indeed, and wad hae put it doon in my report.'"

PRACTICAL WIT.

That Scotchmen have a due appreciation of "Silence and Fun" was discovered by Mr. Macleure, the celebrated Professor of Mathematics in Edinburgh College, and the able expounder of Newton's "Principia." The professor, unfortunately, always dislocated his jaw, and was unable to shut his mouth, when he yawned. At the same time his instinct of imitation was so strong that he could not resist yawning when he witnessed the act in others. His pupils were not slow in discovering and taking advantage of this physical weakness. When tired of his lecture they either began to yawn, or to open their mouths in imitation of that of the professor, and the professor, who was a deerslayer of a sportsman, who, after a series of inexcusable misses, remarked, "Weel, Donald, whose fault was it that time?" "Weel," quoth Donald, "it wasna more than a hundred yards away, and it wasn't the fault of the stag, for he stood still enough, and it's not the fault of the rifle, for I ken well it's a right good one; see I'll just leave it to ye to think it over an' find out whose fault it was." We can quite imagine the poor marksman's (?) feelings at receiving such an answer.

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

CHINA COAST METEOROLOGICAL REGISTER.

24th February, 1892.—At 4 p.m.									
STATION.	Wind direction and force in m.p.h.	Temp. in shade.	Humidity.	Bar.	Wind direction and force.	Temp. in shade.	Humidity.	Bar.	Wind direction and force.
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Nagasaki.....
Shanghai.....	30 16	44	58	N
Peking.....
Amoy.....	20 17	53	74	N
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Commercial.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank, 157 per cent.
 prem. sales.
 The National Bank of China, Ltd.—on 4.00
 paid up, 371 per cent. dis. sellers.
 The National Bank of China, Ltd.—Founders'
 shares, 180 per share, buyers.
 The Bank of China, Japan & the Straits, Ltd.—
 500 per share, sales and buyers.
 The Bank of China, Japan & the Straits, Ltd.—
 Founders' shares, 185 per share, sales and
 buyers.
 Chinese Imperial Loan of 1884—21 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1884—2 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1886—14 per cent.
 premium.
 Union Insurance Society of Canton—90 per
 share, buyers.
 China Traders' Insurance Company—61 per
 share, buyers.
 North China Insurance—134 255 per share,
 sales and buyers.
 Canton Insurance Company, Limited—101 per
 share, sales and buyers.
 Yangtze Insurance Association—102, buyers.
 On Tai Insurance Company, Limited—159
 Hongkong Fire Insurance Company—305 per
 share, sales.
 China Fire Insurance Company—90 per share,
 buyers.
 Hongkong, Canton, and Macao Steamboat Co.—
 344 per share, sales and buyers.
 China and Manila Steam Ship Company—38
 per share, sales.
 Indo-China Steam Navigation Company, Limited—
 25 per cent. discount, sales and buyers.
 Douglas Steamship Company—337 per share,
 sales and buyers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—485
 per cent. premium, sellers.
 Geo. Fenwick & Co., Limited—14 per share,
 sellers.
 Hongkong Hotel Company—50 per share,
 sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures
 500.
 The Austin Arms Hotel and Building Company,
 Limited—83 per share, buyers.
 The Peak Hotel and Trading Co., Limited—
 nominal.
 The Shamen Hotel Co., Limited—110, sellers.
 Punjani and Sughda Dua Samantani Mining Co.
 34 per share, buyers.
 The Raub Gold Mining Co., Limited—65 cents
 per share, sales.
 Inmuri Mining Co., Limited—77 per share,
 sales.
 The Balmoral Gold Mining Co., Limited—81
 per share, nominal.
 Tongking Coal Mining Co.—3335 per share,
 sales and buyers.
 The Jelabu Mining and Trading Co., Limited—
 25 per share, sales and buyers.
 The Selama Tin Mining Co., Limited—40 cents
 per share, sales.
 London and Pacific Petroleum Co., Ltd.—110,
 sellers.
 China Sugar Refining Company, Limited—165
 per share, sales.
 Lunan Sugar Refining Company, Limited—154
 per share, sales.
 A. S. Watson & Co., Limited—119 per share,
 buyers.
 Cruickshank & Co., Limited—nominal.
 Hongkong Dairy Farm Co., Limited—87 per
 share, sales and buyers.
 The Kowloon Land Investment Co., Limited—
 100 per share, buyers.
 The Hongkong Land Investment Co., Limited—
 100 per share, sales and buyers.
 The West Point Buildings Co., Limited—23
 per share, buyers.
 The Labak Planting Co., Limited—81 per share,
 sales.
 The China-Borneo Co., Limited—nominal.
 H. G. Brown & Co., Limited—38 per share,
 sales and buyers.
 Hongkong and Kowloon Wharf and Godown
 Company—360 per share, sales and buyers.
 Hongkong Rope Manufacturing Company,
 Limited—117 per share, sales and buyers.
 Hongkong Gas Company—120 per share,
 nominal.
 Hongkong Ice Company—77 per share, as div.
 buyers.
 Hongkong and China Bakery Company, Limited—
 75 per share.
 The Hongkong Brick and Cement Co., Limited—
 10 per share, nominal.
 The Green Island Cement Co.—14 per share,
 sellers.
 The Hongkong Electric Light Co., Limited—35
 per share, buyers.
 The Hongkong Steam Laundry Co., Limited—
 25 per share, nominal.
 The Hongkong High-Level Tramway Co.,
 Limited—55 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 111 1/2
 Bank Bills, on demand 111 1/2
 Bank Bills, at 4 months' sight 111 1/2
 Credits at 4 months' sight 111 1/2
 Documentary Bills, at 4 months' sight 111 1/2
ON PARIS—Bank, T. T. 111 1/2
 Credits, at 4 months' sight 111 1/2
 On India, T. T. 111 1/2
 On Demand 111 1/2
ON SHANGHAI—Bank, T. T. 111 1/2
 Private, 30 days' sight 111 1/2

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. & Mrs. Armstrong, Mrs. J. P. Ross.
 Miss Armstrong, Capt. A. H. Thomas.
 Mr. G. B. Batcher, Mr. Fred. A. Shean.
 Mr. A. E. Batcher, Mr. Hill.
 Mr. J. G. Boker, Mr. H. H. H. H.
 Mr. and Mrs. Bredin, Mr. Boyd.
 Dr. and Mrs. Burnside, Mr. Boyd.
 Major & Mrs. Chapman, Mr. P. Y. Grant.
 Mr. S. H. Cohen, Baroness Hermann.
 Mr. A. P. Crawley, Mr. J. F. Parry.
 Mr. J. R. Hall, Mr. J. R. Hall.
 Mr. & Mrs. C. C. Cohen, Mr. R. H. Sawyer.
 Mr. Douglas Dick, Capt. & Mrs. De Feiss.
 Mr. & Mrs. J. E. Dix, Capt. Tillet.
 Mr. Edwin A. Dix, Mr. H. H. H. H.
 Mr. Wm. Ford, Mr. H. H. H. H.
 Rev. A. F. Hall, Mr. & Mrs. I. B. Thayer.
 Com. R. D. Hitchcock, Mr. and Mrs. Doherty.
 Mrs. R. D. Hitchcock, Mr. and Mrs. Doherty.
 Miss Hitchcock, Mr. and Mrs. Doherty.
 Mr. F. Jago, Mr. H. B. Weeks.
 Mr. J. MacGregor, Mr. Frank Adam.
 Marquis de Marcelline, Mr. & Mrs. J. A. Garner.
 Mr. James McWilliams, Mr. A. D. D. D.
 Col. & Mrs. Mulloy & Mr. and Mrs. W. A. A.
 Const. E. Orie, Mr. F. Bayon Lee.
 Mr. John G. Wright, Mr. George Fenwick.
 Mr. Robert Lyall, Mr. & Mrs. J. A. A.
 Mr. A. B. McKern, Mr. T. Mitchell.
 Mrs. H. Yates.

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Clyde*, with
 the outward English mail, left Singapore on the
 23rd instant at 7 p.m., and may be expected here
 on the 29th.

THE CANADIAN MAIL.
 The Canadian Pacific Railway Steamship Co.'s
 steamer *Empress of Japan*, left Vancouver on
 the afternoon of the 14th instant for Yokohama
 and Hongkong, and is due at Yokohama on the
 28th.

STEAMERS EXPECTED.

The steamer *Moray*, from Glasgow and Liver-
 pool, left Hongkong on the 16th instant, and is
 due here on the 27th.
 The D. D. R. steamer *Electra*, from Ham-
 burg, left Singapore on the 22nd instant, and is
 due here on the 28th.
 The P. & O. S. N. Co.'s steamer *Thibet* left
 Bombay on the 12th instant, and may be expected
 here on the 1st proximo.
 The China Shipper's Mutual S. N. Co.'s
 steamer *Katsue*, from London and Liverpool,
 passed the Canal on the 9th instant, and may be
 considered due at Singapore on or about the 1st
 proximo.
 The P. & O. S. N. Co.'s steamer *Brindley*
 left Bombay on the 17th instant, and may be
 expected here on the 6th proximo.
 The P. & O. S. N. Co.'s steamer *Gwalior* left
 Bombay on the 22nd instant, and may be
 expected here on the 11th proximo.

Shipping.

ARRIVALS.
 ARRATON APCAR, British steamer, 1,395, J. E.
 Hansen, 24th Feb.—Singapore 18th Feb.,
 General—D. Sassoon, Sons & Co.
 PEKING, German steamer, 994, F. Schultz, 24th
 Feb.—Canton 25th February, General—
 Slesmann & Co.
 CATTERTHUN, British steamer, 1,405, Neil
 Shannon, 24th Feb.—Kobe 19th Feb.,
 General—Gibb, Livingston & Co.
 FUSUMI, Chinese steamer, 1,504, A. Crow, 25th
 February, Canton 25th Feb., General—
 C. M. S. N. Co.
 FOKKING, British steamer, 991, Spencer Wilde,
 25th Feb.—Canton 25th Feb., General—
 Jardine, Matheson & Co.
 FU-PING, Chinese steamer, 523, J. Watts, 25th
 Feb.—Chinkiang 21st Feb., General—C.
 E. & M. Co.
 TRALIS, British steamer, 820, J. Lewis, 25th
 Feb.—Tientsin 20th Feb., Amoy 23rd,
 and Swatow 24th, General—D. Laprak &
 Co.
 ILTIS, German gunboat, 25th February, from
 Macao.
 TARTAR, British steamer, 1,558, D. S. Bailey,
 25th Feb.—Liverpool, via Singapore 19th
 Feb., General—Dodwell, Carill & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Myfio, Chinese steamer, for Swatow, &c.
Phra Chula Chom Kiao, British steamer, for
 Swatow, &c.
Peking, German steamer, for Shanghai.
Fokien, British steamer, for Swatow, &c.

DEPARTURES.
 February 24, *Yuenyang*, British steamer, for
 Canton.
 February 24, *Kwailin*, British str., for Shanghai.
 February 24, *Nanyang*, British str., for Amoy.
 February 25, *Clara*, German steamer, for Hal-
 phong.
 February 25, *Meifoo*, Chinese str., for Swatow.
 February 25, *Natal*, French str., for Shanghai.
 February 25, *Argus*, British steamer, for Singa-
 pore, &c.

PASSENGERS—ARRIVED.
 Per *Arraton Apcar*, str., from Singapore—
 Mr. Miller and 450 Chinese.
 Per *Cattethun*, str., from Kobe—6 Japanese.
 Per *Fusumi*, str., from Chinkiang—Master
 Watts.
 Per *Thibet*, str., from Taiwan, &c.—Mr.
 Figg, and 150 Chinese.
 Per *Tartar*, str., from Singapore, &c.—95
 Chinese.

REPORTS.
 The British steamship *Arraton Apcar*
 reports that she left Singapore on the 18th inst.
 Had fine weather throughout.
 The Chinese steamship *Fu-ping* reports that
 she left Chinkiang on the 21st instant. Had
 dull cloudy weather with thunder, lightning and
 rain.
 The British steamship *Cattethun* reports
 that she left Kobe on the 19th instant at 6.30
 a.m. Experienced light variable winds and
 calm to Van Diemen's Straits; thence, had
 moderate northerly winds and heavy rain at
 times. To 100 miles north-east of Amoy
 Island had moderate variable winds and thick
 fog; thence to Hongkong had strong north-east
 monsoon and thick hazy weather. Arrived here
 this morning.
 The British steamship *Thibet* reports that she
 left Taiwan on the 10th instant, Amoy on the
 22nd, and Swatow on the 24th. From Taiwan
 to Amoy had moderate northerly winds with
 overcast and showery weather. From Amoy to
 Swatow had light north-east breeze with smooth
 sea, overcast and showery weather. From
 Swatow to port had strong north-east breeze with
 overcast and hazy weather; throughout. At
 Swatow the steamships *Pakhan* and *Wotang*.

Post Office.

A MAIL WILL CLOSE.
 For Taiwan and Takow—Per *Peking* to-
 morrow, the 26th instant, at 11.30 A.M.
 For Swatow and Shanghai—Per *Peking* to-
 morrow, the 26th instant, at 3.30 P.M.
 For Shanghai—Per *Peking* to-morrow, the
 26th instant, at 3.30 P.M.
 For Kuda and Sandakan—Per *Menson* on
 Saturday, the 27th instant, at 11.30 A.M.
 For Saigon—Per *Dictina* on Saturday, the
 27th instant, at 4.30 P.M.
 For Port Darwin, Thursday Island, Cook-
 town, Townsville, Brisbane, Sydney, Melbourne,
 and Adelaide—Per *Cattethun* on Saturday, the
 27th instant, at 5.00 P.M.
 For Shanghai, Kobe, Yokohama, Victoria,
 and Vancouver, B.C.—Per *Empress of India*
 on Tuesday, the 1st March, at 11.30 A.M.
 For Straits and Bombay—Per *Lombardy*
 on Thursday, the 3rd March, at 10.30 A.M.
 For Europe, &c., India via Bombay—Per
Mitsubishi on Thursday, the 3rd March, at 11.30
 A.M.
 For Singapore—Per *Agila* on Friday, the
 4th March, at 11.30 A.M.
 For Nagasaki, Kobe, and Yokohama—Per
Yama on Friday, the 4th March, at 11.30 A.M.
 For Europe, &c., India via Bombay—Per
Mitsubishi on Friday, the 4th March, at 11.30
 A.M.
 For Yokohama and San Francisco—Per *Galle*
 on Thursday, the 10th March, at 9.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.
 BATAVIA, British steamer, 1,662, J. R. Hill, 23rd
 Feb.—Portland, Oregon 16th Jan., General—
 Gibb, Livingston & Co.
 EDWARD, British steamer, 1,262, McIntosh,
 20th Feb.—Moll 14th February, Coal—
 Gibb, Livingston & Co.
 BENJOL, British steamer, 1,185, R. Farquhar,
 18th Feb.—Saloon 14th Feb., Rice—Vo
 Kee & Co.
 CONTINENTAL, Dutch steamer, 672, C. Schall,
 23rd Feb.—Kobe 16th February, General—
 Wier & Co.
 DEDMA, German steamer, 965, C. Christensen,
 21st Feb.—Saloon 16th Feb., General—
 Slesmann & Co.
 DIAMANT, British steamer, 514, J. C. Gerard,
 8th Feb.—Maula 15th February, General—
 Slesmann & Co.
 DONAR, German steamer, 1,248, B. Grundmann,
 24th Feb.—Saloon 20th Feb., Rice and
 24th—Wier & Co.
 EMPRESS OF INDIA, British steamer, 3,003, O.
 P. Marshall, R.N.R., 4th Feb.—Van-
 couver 19th January, Yokohama 29th, and
 Shanghai 2nd Feb., General—Canadian
 Pacific Railway Co.
 FAME, British steamer, 117, Captain McIsaac,
 —Hongkong Government tender.
 FOKIEN, British steamer, 509, W. Davis, 23rd
 Feb.—Tamsui 19th Feb., Amoy 23rd, and
 Swatow 24th, General—Douglas Laprak &
 Co.
 FUSUMI MARU, Japanese steamer, 1,119, E. S.
 Barlow, 24th Feb.—Nagasaki 19th Feb.,
 Coal—Geo. R. Stevens & Co.
 GLENFALLOCH, British steamer, 1,434, Lieut. T.
 Darke, R.N.R., 24th Feb.—London 7th
 Jan., and Singapore 17th Feb., General—
 Jardine, Matheson & Co.
 HAIPHONG, French steamer, 874, Fauran, 24th
 Feb.—Haiphong 21st February, and
 Hanoi 22nd, General—Messageries Mail-
 times.
 KINTUCK, British steamer, 2,114, Thomson, 22nd
 Feb.—Yokohama, via Kobe 19th Feb.,
 23rd February, General—Arnold, Karberg
 & Co.
 KRIN, Norwegian steamer, 1,104, Hagemann,
 19th Feb.—Batsum 7th Jan., and Singa-
 pore 8th Feb., Kerosene Oil—Jardine, Ma-
 theson & Co.
 LOMBARDY, British steamer, 1,570, Francis Cole,
 18th Feb.—Bombay 30th Jan., and Singa-
 pore 11th Feb., General—P. & O. S. N. Co.
 MEMPHIS, British steamer, 821, T. G. Keane, 18th
 Feb.—Sandakan 10th Feb., Timber—But-
 terfield & Swire.
 PERA CHULA CHOM KIAO, British steamer,
 1,012, J. A. Morris, 19th Feb.—Bangkok
 10th Feb., and Angkor 12th, General—
 Yuen Fat Hong.
 PILOT FIVE, British steamer, 161, A. Stopan,
 —Hongkong and Whampoa Dock Co.
 POLLUX, German str., 508, H. Hellmers, 9th
 Feb.—Samarang 24th Jan., and Manila 4th
 Feb., Coal—Melchers & Co.
 SAIDE, British yacht, R.Y.S., 383, C. Macdonald,
 10th February—Nagasaki 3rd February—
 Order.
 SIAM, British steamer, 999, J. M. Talloch, 23rd
 Feb.—Saloon 17th Feb., Rice—Ching
 Slog.
 SOOCHOW, British steamer, 999, Quail, 20th
 Feb.—Sourabaya 10th February, Sugar—
 Butterfield & Swire.
 TAYLOR, British steamer, 1,395, Wm. Waring,
 14th Feb.—Saloon 9th Feb., Rice—Wo
 Kee.
 TORRINGTON, British steamer, 1,163, Geo. R.
 Barwick, 2nd Feb.—Hankow, 9th Tounon
 1st January, Coal and General—Dodwell,
 Carill & Co.
 WINGANG, British steamer, 1,177, A. de St.
 Croix, Feb.—Calcutta 31st Jan., Penang 31st
 Feb., and Singapore 12th, General—Jar-
 dine, Matheson & Co.

RAILWAY YESTER.

ARON, Norwegian bark, 624, A. Christensen,
 22nd Nov.—Singapore 16th Oct., Timber.
 Kwong New Ty.
 EYLOIA, German bark, 333, Hagemann, 3rd
 Feb.—Hong Nin (Anquai) 23rd January,
 Timber—Wier & Co.
 COLOMA, American bark, 870, C. M. Noyes, 23rd
 Jan.—Portland, Oregon 31st Oct., Spars
 and Lumber—Order.
 DOROTHY, British bark, 310, Angus Crook, 21st
 Feb.—Calcutta 31st January, Timber—
 Gibb, Livingston & Co.
 ERKINHO, Chinese bark, 457, Examine Ophum
 ton—bulk—Singapore Island—China
 Govs.
 GOV. ROBE, American ship, 1,627, A. Nichols,
 30th Nov.—New York 7th July, Kerosene
 Oil—Order.
 JOSEPHUS, American ship, 1,490, Smithwick,
 21st Jan.—New York 14th August, Kerosene
 Oil—Order.
 PAPA, German bark, 748, F. W. Thom, 10th
 Feb.—Hamburg 10th Sept., General—
 Slesmann & Co.
 PATRICK, American ship, 1,554, E. R. Sterling,
 10th Feb.—New York 26th Sept., Kerosene
 Oil—Jardine, Matheson & Co.
 SIR WM. WALLACE, British bark, —Brown,
 20th Feb.—Shanghai 15th Feb., Ballas—
 Captain.
 STANFIELD, British bark, 570, J. Clark, 23rd
 Jan.—Bangkok 5th Jan., General—Mel-
 chers & Co.
 VINCOTY, British bark, 401, R. Martin, 19th
 Dec.—Hankow 5th November, Ballas—
 Chinese.

RIVER STEAMERS.

Fishan, British steamer, 2,260, W. J. Ruby—
 H. C. & M. S. Co.
 Hainan, British steamer, 2,235, Lloyd—
 H. C. & M. S. Co.
 Heungbin, British steamer, 1,055, W. E.
 Clarke—H. C. & M. S. Co.
 Hoan, British steamer, 1,377, G. R. Lecky—
 Hongkong, Canton, and Macao Steamboat Co.
 Kiangchow, Chinese steamer, 965, Holmes—
 China Merchants S. N. Co.
 Kiangbin, British steamer, 1,617—Hongkong,
 Canton, and Macao Steamboat Co.
 Kiangchow, British steamer, 335, T. A.
 Webster—H. C. & M. S. Co.
 Kiangbin, Chinese steamer, 1,000, Knights—
 H. C. & M. S. Co.
 Pang, Chinese steamer, 284, J. W. Stevens—
 Hok Kee.
 Poyang, British steamer, 1,505, S. W. Coggin—
 Hongkong, Canton, and Macao Steamboat Co.
 Tain, British steamer, 723, Colquhoun—
 Chinese.
 Wai Cloud, British steamer, 427, A. Carle-
 park—H. C. & M. S. Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Tartar	Singapore	Feb. 25th	Dodwell, Carill & Co.
Moray	Liverpool	Feb. 27th	Dodwell, Carill & Co.
Electra	Hamburg	Feb. 28th	Siemssen & Co.
Clyde	London	Feb. 28th	P. & O. S. N. Co.
Bernice	Singapore	Feb. 28th	D. Sassoon, Sons & Co.
Thibet	Bombay	Mar. 1st	P. & O. S. N. Co.
Brindley	Bombay	Mar. 1st	P. & O. S. N. Co.
Empress of Japan	Vancouver	Mar. 11th	Canadian Pacific R. Co.
Gwalior	Bombay	Mar. 11th	P. & O. S. N. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c. via Suez Canal	Misopore	P. & O. S. N. Co.	Mar. 3rd, at noon.
Marjelles, via Saigon, &c.	Caledonia	Messageries Maritimes.	Mar. 9th, at noon.
Bremen and Ports of Call.	Necker	Messageries Maritimes.	Mar. 9th, at 3 p.m.
New York, via Suez Canal	Riversdale	Dodwell, Carill & Co.	Mar. 9th, daylight.
San Francisco, via Y., &c.	China	O. & O. S. S. Co.	Mar. 10th, at 1 p.m.
Vancouver, B.C., via S., &c.	Galle	Canadian Pacific R. Co.	Mar. 10th, at 1 p.m.
Samarang, Sourabaya, &c.	Canton	Gibb, Livingston & Co.	Mar. 11th, at noon.
Straits and Bombay	Batsum	Jardine, Matheson & Co.	About Feb. 26th.
Singapore, Havre, &c.	Bormida	Carlisle & Co.	Mar. 8th, at noon.
Kobe and Yokohama	Lombardy	P. & O. S. N. Co.	Mar. 3rd, at noon.
Nagasaki, Kobe, &c.	Agila	Siemssen & Co.	Mar. 4th, at noon.
Yokohama, via Nag., &c.	Radnorshire	Dodwell, Carill & Co.	About Feb. 26th.
Shanghai, Nagasaki, &c.	Glenfalloch	Jardine, Matheson & Co.	Quick despatch.
Shanghai	Torington	P. & O. S. N. Co.	Mar. 4th, at noon.
Swatow, Amoy and Tamsui	Verona	Dodwell, Carill & Co.	About Feb. 26th.
	Bernice	D. Sassoon, Sons & Co.	Quick despatch.
	Clyde	P. & O. S. N. Co.	Quick despatch.
	Fokien	Douglas Laprak & Co.	To-morrow, daylight.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
 THROUGH TO NEW YORK, VIA OVER-
 LAND RAILWAYS, AND TOUCHING AT
 YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
China—Wednesday 23rd Mar.
Clyde—Friday 10th April.
China—Wednesday 23rd Mar.
Clyde—Friday 10th April.

RATES OF PASSAGE.
 From Hongkong, First-class.
 To San Francisco, Vancouver,
 Victoria, Esquimaux, New
 Westminster, Port Townsend,
 Seattle, Tacoma, Portland, O.,
 To Liverpool and London—115.00
 To Paris and Bremen—135.00
 To Havre and Hamburg—135.00
 Through Passage Tickets granted to Eng-
 land, France, and Germany by all trans-Atlantic lines
 of Steamers.
RATES OF PASSAGE TO OVERLAND
CITIES. FIRST CLASS.

DESTINATION.	Day Ticket	Contin- gent	Tip	Total.
Kanara, Chy, Mo, Omaha, Neb.	285.00	20.00	20.00	325.00
St. Louis, Mo.	292.50	20.00	20.00	332.50
St. Paul, Minn., Minneapolis, Minn.	292.50	20.00	20.00	332.50
Chicago, Ill.	292.50	20.00	20.00	332.50
Milwaukee, Wis.	292.50	20.00	20.00	332.50
Cincinnati, Ohio	292.50	20.00	20.00	332.50
Columbus, Ohio	292.50	20.00	20.00	332.50
Detroit, Mich.	292.50	20.00	20.00	332.50
Cleveland, Ohio	292.50	20.00	20.00	332.50
Toronto, Canada	292.50	20.00	20.00	332.50
Pittsburg, Penn.	292.50	20.00	20.00	332.50
Niagara Falls, N.Y., Buffalo, N.Y.	292.50	20.00	20.00	332.50
Washington, D.C., Baltimore, Md.	292.50	20.00	20.00	332.50
Montreal, Canada	292.50	20.00	20.00	332.50
Philadelphia, Penn.	292.50	20.00	20.00	332.50
New York	292.50	20.00	20.00	332.50
Boston, Mass.	292.50	20.00	20.00	332.50
Portland, Maine	292.50	20.00	20.00	332.50

All the above Rates are in Mexican Dollars.
 Special rates (first class only) are granted to
 Missionaries, members of the Naval, Military,
 Diplomatic, and Civil Service, to European
 Officers in service of China and Japan, and to
 Government officials and the families.
 Passengers by this line have the option of
 proceeding Overland by the Southern Pacific
 and Connecting Lines, Central Pacific, Northern
 Pacific or Canadian Pacific Railways.
 Return Tickets—First Class—Prepaid return
 tickets to San Francisco will be issued at follow-
 ing rates:—

4 months \$337.50
 12 months \$393.75
 Time is reckoned from date of issue to date of
 re-embarkation at San Francisco.
 Passengers, who have paid full fare, re-embark-
 ing at San Francisco for China or Japan (or
 vice versa) within one year will be allowed a
 discount of 10 per cent. This allowance does
 not apply to through fares from China and
 Japan to Europe.
 Through Bills of Lading issued for trans-
 portation to Yokohama and other Japan Ports,
 to San Francisco, to Atlantic and inland cities
 of the United States, via Overland Railways, to
 Havana, Trinidad, and Demerara, and to ports
 in Mexico, Central and South America, by the
 Company's and connecting Steamers, and to ports
 in the day previous to sailing, Parcel Packages will
 be received at the Office until 1 p.m. same day
 all Parcel Packages should be marked to ad-
 dress in full value of same is required.
 Consular invoices to accompany Cargo de-
 stined to ports beyond San Francisco, in the
 United States, should be sent to the Company's
 Office in Sealed Envelopes, addressed to the
 Collector of Customs at San Francisco.
 For further information as to Passage and
 Freight, apply to the Agency of the Company
 No. 72, Queen's Road Central.
 J. S. VAN BUREN, Agent.
 Hongkong, 19th February, 1892.

Hotels.

THE SHAMEN HOTEL.
 BRITISH CONCESSION, CANTON.
 THIS FIRST CLASS HOTEL, admirably
 situated in the heart of the city, a few minutes walk of the
 "River Steamer Wharves," is now open to receive
 Visitors.
 The Bed-rooms are